

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>Austria</u>	REPORT	
TOPIC <u>Wiener Neustadt Airfield and Military Post</u>		25X1
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED <u>21 June 1954</u>	25X1
REFERENCES		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE)	640270
REMARKS		
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1. Between 2 p.m. and 7 p.m. on 13 May 1954, source observed that Wiener Neustadt (O 48/33 TU:WN 9296) airfield was occupied by 32 MiG-15s, 1 Yak-11, 2 highwings, and 1 high-wing monoplane. There was a 2/10 overcast, a northwesterly wind of about 5 km/h, and visibility of 25 km. At 5 p.m., air activity was started by MiG-15s which took off and landed from south to north and made individual flights. The aircraft taxied to the take-off point and, after the take-off, disappeared to the north. Later, they were seen flying over Eggenfeld (33 TU: WN 9701) to the south, then turned to the west and north, and subsequently landed at the field. The landings were made after flying exactly over the space between the two middle searchlights of the southern row of searchlights. Then the aircraft taxied under own power to their dispersal area. Air activity involved 12 MiG-15s from the dispersal area at the northeastern corner of the wood in the southwestern section of the field.

The following take-offs and landings were observed:

<u>Take-Off</u>	<u>Landing</u>	
1541	1550	25X1
1552	1601	25X1
1607	1617	
1620	1629	
1632	1642	
1643	1650	
1651	1659	
1703	1713	
1711	1720	
1725	1734	
1736	1745	
1750	1800	
1802	1811	
1813	1822	
1821	1830	
1835	1845	
1848	1857	

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Air activity continued after 7 p.m., according to the noise of engines heard. A van-like truck with a rod antenna, 1 mobile flight control station, 2 tank trucks, 3 trucks, and 2 jeeps were parked near the aircraft.

2. Between 8 a.m. and noon and between 1:30 p.m. and 5:30 p.m. on 14, 15 and 16 May, 32 MiG-15s, 1 Yak-11, 2 biplanes, and 1 high-wing monoplane were still observed at the field. No Il-28s were seen. No aircraft were parked at Theresienfeld airfield. The degree of cloudiness changed between 3/10 to 5/10. The ceiling was at an altitude of about 2,000 meters, there was a northwesterly wind of 5 to 10 km/h, and visibility of 25 km. Air activity was observed only during the night of 14/15 May. After 6:30 p.m. on 14 May, the sound of aircraft engines was heard from the field. There was a 0/10 overcast, good visibility and no wind. After nightfall, the mountains west of the airfield were visible. There was air activity by 18 MiG-15s from the dispersal area near the signboard on Badener Strasse. During air activity, 1 radio truck with a small cone-shaped antenna and a disc on top of a 6-meter-high telescopic mast, 1 mobile flight control station, 2 tank trucks, 4 trucks, and 3 jeeps were in operation. The obstacle lights, including those on the towers of the town, were switched on. The southern row and the northern row of spotlights continuously radiated red light. A searchlight apparently mounted on a truck continuously illuminated the stretch between the mobile flight control station at the northern edge of the field and the take-off point. A smaller white searchlight, fitted on the roof of the mobile flight control station, flashed up and apparently gave start signals. It illuminated the take-off strip until the aircraft was airborne. The aircraft which took off individually taxied to the take-off point. There, the engines were stopped for 1 to 2 minutes, once even for 5 minutes. During this interval, 1 or 2 men moved between the aircraft and the auxiliary flight control station. Then, the searchlight on the mobile flight control station flashed up, the engines were started and the aircraft took off heading south. Each aircraft crossed over the easternmost spotlight of the southern row, turned to the east and north at the southern edge of the town, flew along the Wiener Neustadt Canal probably as far as a point in line with Sollenau, and then came in for landing. All the aircraft landed skilfully without bumping. After rolling to a stop toward the flight control station, they were towed back to their dispersal area. No specific order was recognized according to which the aircraft were selected to taxi from the dispersal area to the take-off point. During air activity, personnel continuously moved between the auxiliary flight control station and the dispersal area. The take-offs were made at intervals of 5 to 15 minutes and the flight time was from 7 to 9 minutes. From the noise of engines heard, air activity was continued after 2 a.m. on 15 May.

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3. The ground radio stations west of the Weellersdorfer railroad station, in the depression near the pyrotechnic plant, and east of the southern row of spotlights were removed. Vehicular traffic at the airfield involved van-like truck [redacted] weapon-carrier [redacted] and [redacted] trucks [redacted]

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4. Van-like truck [redacted] and truck [redacted] were parked in front of the Nachrichten Kaserne in Wiener Neustadt military post.

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5. The former Kadettenanstalt (officer candidate school) in Bad Fischau military post was guarded by sentries wearing black-bordered blue epaulets and occupied by personnel most of whom apparently wore black-bordered blue epaulets, and individual soldiers who wore red-bordered black epaulets. The same proportion apparently existed among the students of the driving school. [redacted] driving school trucks were observed:

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1. [redacted] Comment: It is believed that Wiener Neustadt airfield is still occupied by 2 Soviet fighter regiments equipped with about 50 MIG-17s. The reason for the low occupation at present is not known. [redacted]

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2. [redacted] Comment: Bad Fischau is occupied by an air force ground unit with an attached motor vehicle driving school.

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